

Development Review Checklist

A. General

- Has the developer reviewed the recommendations of the *Livingston East Area Plan*?
- Has a site plan of the project been submitted?
- Is the proposal consistent with the Future Land Use Plan?
- Is the proposal consistent with the Urban Design recommendations of the plan?
- Does the proposal consider Leadership in Energy and Environmental Design (LEED or green building) technologies appropriate for the particular type of development?
- Does the proposal not block the partially-abandoned railroad right-of-way crossing Livingston Avenue just east of its intersection with Courtright Road?
- Does the proposal help to protect, preserve, and promote the recreational use of Big Walnut Park, Walnut Hill Golf Course, and/or smaller parks and parklands within the planning area?
- Does the proposal protect and mitigate its impact on the natural environment during development activity?
- Does the proposal incorporate natural features into development in sensitive and creative ways?
- If located adjacent to natural features, is the proposal designed in a sensitive manner to highlight and complement the nearby natural environment?
- If the proposal includes parks or trails, are they designed to be accessible to the public?
- Does the proposal incorporate alternative methods of stormwater management such as bioswales, native landscaping, and naturalized detention/retention basins?
- If the proposal includes space for loading and/or outdoor storage activities, are these areas appropriately screened?

B. Commercial, Mixed use and Light Industrial

- Has the developer reviewed the recommendations of the *Livingston East Area Plan*?
- Has a site plan of the project been submitted?
- Is the proposal consistent with the Future Land Use Plan?
- Is the proposal consistent with the Urban Design recommendations of the plan?
- Does the proposal provide for a consistent level of detailing and finish for all sides of all buildings?
- Does the proposal not include flat, plain building walls?
- In the proposal, are building surfaces over 20 feet high or 50 feet long relieved with a change of wall plane or by other means that provide strong shadow and visual interest?
- In the proposal, are front elevations divided into increments to mimic traditional storefronts?
- Does the proposal consist of 50% or more glass windows at the street level?
- In the proposal, are the contemporary interpretations of traditional buildings similar in scale and overall character to historical precedents, but different in terms of detailing?
- In the proposal, are buildings designed to address the street and enhance the pedestrian experience (generally with buildings parallel to the street and with the primary façade facing the major street)?
- In the proposal, do building façades facing public streets incorporate an entrance door?
- In the proposal, is taller or denser development designed with sensitivity to existing structures?
- Is the proposal consistent with the plan’s landscaping, screening, and stormwater related guidelines?
- Is the proposal consistent with the plan’s signage and lighting related guidelines?

- In the proposal, are convenient, safe, well-marked, and attractive pedestrian connections provided from the public street to building entrances?
- Does the development proposal incorporate bicycle racks as recommended in the plan?
- In the proposal, does parking use the minimum possible amount of space, is it hidden to the greatest extent possible, and is it located to the rear or the side of the building?
- If the proposal includes adjacent parking lots, does it provide pedestrian connections to encourage use of these lots?
- Does the proposal consider Leadership in Energy and Environmental Design (LEED or green building) technologies?
- If the proposal is for a light industrial use, is it landscaped and buffered as appropriate with particular attention to screening and buffering between very different, incompatible uses?
- If a light industrial proposal, do the buildings exhibit a “corporate” architectural character of high quality materials, design, and color?
- If a light industrial proposal, are buildings oriented so that loading, storage, and other external activities and building features that generate noise, dust, etc., are not facing public rights-of-way or residential or institutional uses?
- If the proposal is for the Livingston Court site at the intersection of Livingston Avenue and Courtright Road, is it consistent with plan recommendations for that location?
- If the proposal is for the York Plaza Shopping Center site on the north side of Livingston Avenue just west of the I-270 overpass, is it consistent with plan recommendations for that location?
- If the proposal is for the vacant property at the northeast corner of McNaughten Road and Livingston Avenue, is it consistent with plan recommendations for that location?
- If the proposal is for the properties at and near the northwest corner of South Hamilton Road and Livingston Avenue, is it consistent with plan recommendations for that location?

C. Residential

- Has the developer reviewed the recommendations of the *Livingston East Area Plan*?
- Has a site plan of the project been submitted?
- Is the proposal consistent with the Future Land Use Plan? Does it promote overall densities consistent with existing densities as indicated in the Future Land Use Plan?
- Is the proposal consistent with the Urban Design recommendations of the plan?
- In the proposal, are new housing and housing additions compatible with the existing fabric, mass, and scale of development in surrounding neighborhoods and do they maximize natural ventilation, sunlight, and views?
- In the proposal, are larger buildings divided into smaller modules or bays to match nearby patterns?
- In the proposal, do architectural elements avoid the appearance of blank walls?
- In the proposal, are roof shapes of buildings comparable with the buildings to which they are visually linked?



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Livingston East Area Plan

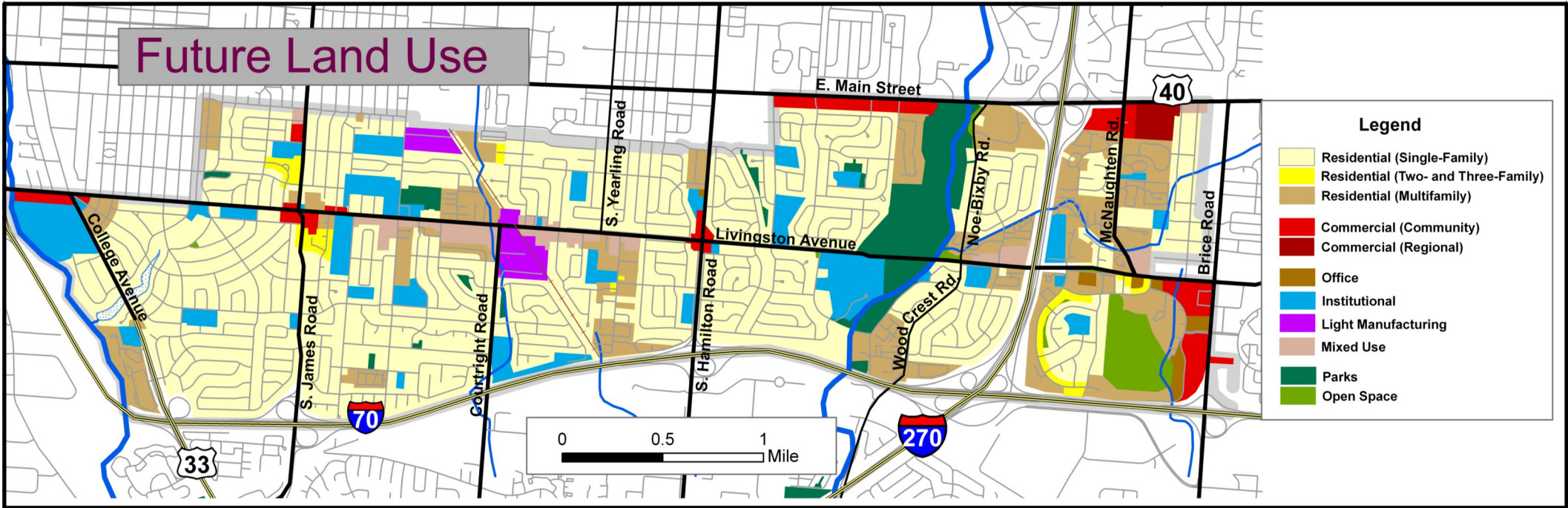
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Introduction

The *Livingston East Area Plan* was adopted by City Council on September 21, 2009. It addresses the area bounded by Alum Creek on the west; Bexley, E. Mound Street, Whitehall, and E. Main Street on the north; Reynoldsburg on the east; and I-70 on the south.

Overall plan goals include improvement of the physical appearance of the area, improved quality of life for residents and other stakeholders, and promotion of vital economic development resources.



Key Plan Recommendations

A. Land Use

The Land Use Plan (including the map above and to the right) is designed to protect existing residential and other uses, preserve and enhance the natural environment, and provide recommendations for currently unused properties.

The plan recommends a vibrant mix of land uses, especially along major roadways. A variety of housing, retail, and services opportunities are encouraged in a safe, walker- and biker-friendly environment. Mixed-use development or redevelopment is visualized at three principal locations: Livingston Court (Livingston Avenue at Courtright Road), York Plaza (on the north side of Livingston Avenue just west of the I-270 overpass), and on the south portion of the parcel at the north-east corner of Livingston Avenue and McNaughten Road.

Neighborhood-scale retail uses are recommended just east of the I-70 interchange with Livingston Avenue, at the intersection of S. James Road and Livingston Avenue, on the west side of S. James Road between Templeton Road and Astor Avenue, at the northwest corner of S. Hamilton Road and Livingston Avenue, and on Brice Road south of Livingston Avenue.

The only sizable vacant parcels in the planning area suitable for residential development are in the far eastern portion. Single-family development is recommended for land between McNaughten Road and the western end of Roselawn Avenue. Multifamily is recommended south of the Burlington Coat Factory site on E. Main Street and on the north portion of the parcel at the northeast corner of Livingston Avenue and McNaughten Road.

B. Transportation

The plan builds on the city’s *Bicentennial Bikeways Plan* and Operation Safewalks program to promote complete streets and plentiful opportunities for healthy pedestrian and bicycle transportation. It also recognizes COTA’s plans for a new crosstown route on Brice Road and an adjacent portion of E. Main Street and encourages those involved in future public and private developments to accommodate bus transportation in site plans and designs. A multi-use trail is suggested along the partially-abandoned railroad right-of-way near the center of the planning area. A Future Transportation Map encapsulates many of the recommendations into an easy-to-use format.

C. Urban Design

The plan includes design guidelines for new commercial and residential development. Conceptual designs that are consistent with these guidelines are provided for sites at Livingston Avenue and Courtright Road and the northwest corner of Livingston Avenue and S. Hamilton Road. These concepts include qualities that may be applicable to other locations in the planning area as well.



Development concept for the northwest corner of Livingston and Hamilton.

Implementation

The development review checklist (provided on the other side of this brochure) summarizes the plan’s development guidelines and recommendations. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment. Guidelines from the plan are not city code. But as part of a city adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.



Adaptive redevelopment concept for Livingston Court Shopping Center